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HONGKONG, MONDAY, SEPTEMBER 10TH, 1900.

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Hongkong, 26th July, 1897. [a43]

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Hongkong, 3rd November, 1899. [a2461]

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Hongkong, 2nd July, 1900. [a1696]

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Hongkong, 17th May, 1895. [a152]

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A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BIRTH.
At 140, Chao-poo Road, Shanghai, on the 5th September, 1900, the wife of T. P. BARRETTA, of twins, sons.

The Daily Press.
HONGKONG, September 10th, 1900

In the absence of a definite assurance that Great Britain has no intention of joining in the policy of scuttle and back down initiated by Russia, the telegraphic announcement that the Fourth Indian Brigade has been ordered to proceed to China is certainly comforting. The idea that when the Powers had delivered the beleaguered foreigners from their hazardous confinement in Peking, they had accomplished all or even the main business for which they had been despatched was one that could hardly be entertained by any self-respecting State. The siege of the Legations by fanatic Boxers, assisted by Imperial troops and openly encouraged by the Chinese officials, was assuredly an unparalleled crime against international law, but it is only an item in the indictment against the Manchu Government of China. They have been convicted of a design to extirpate all the foreigners in China by murder and violence, the same to be carried out in a cold-blooded and cowardly manner by the deluded and ignorant Boxers, poor tools of the base and brutal mandarins. The same Government are responsible for the bloodshed involved in the capture of the Taku Forts, for the fighting at Tientsin, and for the armed opposition to the advance of the Allies on to Peking. They have caused the enormous outlay attending the despatch of foreign troops from Europe, India and America to China, and are responsible for a dislocation of trade on a gigantic scale and a tremendous pecuniary loss in consequence. They stand convicted of the dastardly murder of at least 59 missionaries, of the infliction of torture and sufferings of various kinds on many more, and they are responsible for some 80 or 100 more missing or overdue. It is almost incredible that, with such a reckoning against them, any Power could be found to propose even to consider any terms until the officials primarily responsible for these injuries and outrages had been first secured. It may be

urged that as civilised States we should not, now the Ministers have been rescued, seek for vengeance, but as exponents of the Christian religion we should show our superiority to the heathen in forgiving these trespasses against us. We do not feel quite sure that even the friends of the martyred missionaries would, in actual practice, go quite so far as that; but whatever they may advocate, we are not disposed to deal in sentiment. We do not want vengeance, as it is understood in China, where it would mean the wiping out of a host of more or less ignorant coolies, who may yet be in the main deserving of what they get; but we sternly demand justice, that justice which in like circumstances we should expect to be meted out to us. We want the promoters of the murder, outrage, and torture of foreigners to be hauled down, regardless of their rank or position and awarded punishment fitting for such crimes. We desire to have an end made of the Government that could originate, sanction, and aid the perpetration of such atrocities. We insist upon guarantees against the repetition of such enormities, and provision made for the safety of peaceful foreigners in China. We demand an indemnity to cover all losses and the expenses of the war and the payment of all old outstanding claims. We claim as an older right under the Treaties the proper observance of the stipulations of those Treaties. We should also require the just administration of the fiscal service and the abolition of the corrupt system of collecting taxes which converts them into impossible barriers to our trade and restricts it to limited areas.

All this we want and it was generally supposed we meant to have it. But how is it possible to secure the most elementary of these desires from China, if at the very outset it is seen that we are divided and dubious? Any weakness in dealing with Orientals is invariably construed by them as a confession of defeat. We shall have enough trouble to ring from the so-called Government the justice we seek without putting a weapon into their hands with which to flog or deride us. Even now the Chinese journals and the teashops are doing their best to explain away our victories, and to convert them into defeats. One paper stated, only the other day, that the allies had about twenty thousand men killed and drowned at Yangtze, and when the continued advance on Peking had to be admitted, informed its readers that a few of the foreign troops had been suffered to proceed to the capital to escort the Ministers and their staffs to Tientsin. The Chinese are naturally ingenuous, and in no direction more so than in the invention of excuses for their own shortcomings. If this is the sort of misrepresentations they are guilty of in the presence of actual facts, what sort of statements would they be likely to foist on the people if the foreigners voluntarily vacated Peking? They would be depicted as running away, as having been vanquished by the prowess of the invincible troops of the Son of Heaven, and much more in the same strain. The people would really believe these fables, and would regard all foreigners as only worthy of contempt, and residence in any part of the Central Kingdom would become practically unbearable until after another unmistakable drubbing had been administered to the vain sons of Han. To scuttle now, or to consent to make terms before the Government, or those who are supposed to represent it, can be brought to book for their crimes, would be simply fatal to foreign prestige and would unquestionably result in the long postponement of settlement of all pending questions, while it would ultimately involve us in a more serious struggle for supremacy in Eastern Asia. It may suit Russia to put off the evil day in the hope that she may arrange matters amicably with China and thus save her railways and maintain her interests in Manchuria. It may suit France because she is bound hand and foot to the Northern Colossus, whose wishes she has no option but to echo; and it may for the moment suit the United States, whose political parties are now looking eagerly for a new policy; no matter at whose or at what cost. But it will not suit Great Britain, who, we believe, determined to see the matter through; and it will hardly, we fancy, fall in with the views of Germany, whose Ambassador's blood still cries from the ground for vengeance which his Imperial Master has solemnly vowed in the face of Europe shall be exacted from the cowardly assassins.

In spite of the numerous alarming rumours current in the Colony during last week the Feast of Lanterns on Saturday passed off in perfect quiet, and there was no call to put into execution the measures prepared to quell an outbreak. We have reason to believe that the authorities were fully ready to deal with any trouble, and not only were the troops all available, but also had there been any necessity the warships in the harbour could have landed a strong force and some Maxim's. Really the prospect of any riot in the Colony must be very small. The Chinese have too much at stake and know

better than to favour any disturbers of the peace. The bad characters among them have been well looked after of late, and though the coolie class is inclined to be aggressive—particularly those engaged in coaling work, whose conduct is causing grave difficulties—the mass of the native population is on its best behaviour. There is no doubt that last week's large crop of rumours alarmed the more nervous of the residents, but nothing at all to justify their apprehensions took place on Saturday night. In fact, the City was much quieter than it was on the recent Emperor's Birthday. No news from Canton is yet to hand, but it may be presumed from the mere fact of silence that all has passed off well.

Mr. R. F. Drury has been appointed Executive Engineer, Public Works Department.

Mr. R. H. Hollingsworth has been appointed Acting Consulting Sanitary Surveyor.

During the 24 hours preceding noon on Saturday one fresh case of plague was reported and one death.

The annual camp of instruction in connection with the Hongkong Volunteer Corps will be held from the 19th to the 29th October.

It is notified in the *Gazette* that Surgeon Captain J. A. Lawson, Hongkong Volunteer Corps, has been granted twelve months' leave of absence.

A Chinaman who had been arrested for carrying arms and had been let out on bail failed to answer to his name on Saturday. Consequently the bail—\$100—was escheated.

A telegram from Berlin on the 31st ult. stated that M. Von Witte, Russian Minister of Finance, was starting for Paris with the intention of raising a loan of 300 million roubles.

H. M. S. *Mohawk* left Amoy for Swatow on the 3rd inst. The German cruiser *Schwalbe* reached Amoy on the 6th. The *Hai-ching*, which arrived yesterday, reported the *Tsui, Cetina, Schwabell, Tiger*, and *Ravik* there when she left.

The owner of the Ping-Keo arms shop, No. 222, Des Vaux Road, was charged on Saturday with failing to enter particulars of certain stock—ten revolvers—in his possession in his stock book. He pleaded guilty and was fined \$100.

The appointment by Her Majesty the Queen of the Hon. J. Thurnburn to an unofficial Member of the Legislative Council in place of Mr. Herbert Smith resigned, during the absence of Mr. T. H. Whithead, is notified in the *Gazette*.

At the Magistracy on Saturday Li Kwoong, a boy in the employ of Mrs. J. G. Remedios, of 34, Elgin Street, was fined \$10 for disobeying lawful orders, and Chung Kwai, in the employ of Miss F. G. Gonsalves, of 2, Mosque Street, was similarly dealt with for a like offence.

On the 2nd inst. Li Hung-chang called on the Hon. W. W. Rockhill, the newly appointed U. S. Special Diplomatic Commissioner, at the U. S. Consulate, Shanghai, and had a long interview with him. It is understood that the question of Li Hung-chang's claim to be recognized as negotiator between China and the Powers was discussed.

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On Saturday morning a Chinaman who was arrested on landing from the *Yamato* steamer was found to be in possession of 25 tails of prepared opium. On being taken before the Magistrate he said the opium was for medicine, it not being fit for smoking. Mr. J. J. Spooner (chief Excise officer) said that this was not so, but it was prepared Malwa opium. A fine of \$400 was imposed.

A Shanghai native paper is a letter from its correspondent at Hankow says:—"The Society men are troublesome. The Viceroy and Governor are aware that their military force is insufficient. Recently the Governor has in a telegraph despatch to the commandant at Siyangang, 220 English miles on the Northwest, asked for one thousand soldiers to come as quickly as possible. The Provincial General stationed there at once ordered two regiments to set out for Hankow."

The Chinese festival, the Feast of Lanterns, was celebrated quietly on Saturday. In view of the unsettled state of affairs in China the procession of the Flery Dragon, which invariably creates considerable disturbance in the streets, was prohibited. Some of the Wanchai coolies threatened to defy the authorities and to have their procession, but when the time came they thought better of it and remained quietly at home. The knowledge that the powers that be were fully prepared to enforce obedience was no doubt responsible for this.

The following is the return of the average amount of bank notes in circulation and of reserve in Hongkong during the month ended August 31st, as certified by the Managers of the respective banks:

Banks.	Average Specie in amount.	Reserve.
Chartered Bank of India, Australia and China.	\$2,693,363	\$1,500,000
Hongkong and Shanghai Banking Corporation.	754,934	5,000,000
National Bank of China, Limited.	429,827	150,000

Total \$10,673,127 \$6,650,000

The rice captured by the Japanese troops in China is said to be sufficient to feed a Division for a year and a half.

The first German transatlantic cable, between Germany and the United States of America, was opened on the 31st ult.

According to German official news from Yokohama the condition of Commander Lans of the *Ilse* has improved greatly; he will be able to return again to active service.

Just as the *Sunkang* was about to start for Manila three Chinamen were found stowed away in the fore-hold. They were taken before Mr. Hudland on Saturday and fined \$25 each.

The opinion is expressed at Tokyo that Russia's action in hoisting the flag, and establishing a Provincial Government at Nanchang, justified the despatch of British troops to Shanghai and, it is believed, is likely to compel other powers to follow suit elsewhere.

According to a Tokyo telegram of the 29th ult., there was a stronger anti-Japanese agitation at Amoy than appears from European sources. The telegram then stated:—"The rioters have distributed circulars calling the people to arms and to repossess Formosa. The situation is critical. The rioters appear to entertain no animosity against Europeans."

It is reported that a detailed report on the situation in China from Baron Nishi was received by the Japanese Government on the 27th ult. It has been decided to send a special official to Peking with important instructions to Baron Nishi, and it is believed, says the *Kobe Chronicle*, that Mr. Uchida, the Director of the Political Affairs Bureau, will be chosen for the mission.

A certain Francis Lew in *L'Echo des Mines*, quoted in *L'Echo de Chine*, has discovered that Sir Robert Hart and Lord Charles Beresford are responsible for the war in China—Sir Robert Hart for not privately warning the British Minister at Peking that vast stores of war material were being brought into China, and Lord Charles Beresford for advising the Taiping General at Foochow Arsenal that China's best policy was to organize and create a strong army, rather than pay attention to her navy.

The London and North Western Railway Company Improvements Bill has now passed the House of Lords, and its provisions are being carried into effect with the utmost rapidity. The main expenditure will be the improvements at Easton Station, and according to the plans it will, it is stated, when completed, vie with any other railway station in the world for architectural beauty. The improvements are to be carried out at a cost of £1,190,000. Among other improvements will be the doubling of the number of lines running into the station, and the provision of considerable additional siding accommodation.

The *N.C. Daily News* records the injury by lightning on Tuesday last of Messrs. J. E. Shoemaker and Douglas. It appears they were standing at the open office window of the American Presbyterian Mission Press, Shanghai, watching the storm. Mr. Shoemaker had his hand on the wood rail, when the lightning struck the chapel about forty yards in front and seemed to divide itself, injuring the brick-work of the chapel and travelling along a wire which gave communication from the gatekeeper to the office where the two gentlemen stood. It struck Mr. Shoemaker on the hand and chest, and Mr. Douglas who was standing just behind was hit on the chest; both staggered and fell. The former was unconscious for a little time, but both are now all right again.

The late General Borgnis-Desbordes, commander-in-chief of the French troops in Indo-China, was guilty of the indiscretion of signing his name to a very foolish letter to a friend which was published in Paris and reproduced in *L'Echo de Chine*. We quote a few lines:—"My dear Colonel, I agree with you. The English up to the present [May, 1900] have conducted the war like absolute imbeciles. To-day Sir Roberts [*sic semper*] is in a situation which may become very difficult if the Boers content themselves with cutting off all fresh food-supplies. Illness, too, will supervene, and the huge English army, composed mostly of conscripts, will malnourish (4,000 or 5,000) a month."

The cowardice of Europe in this matter of the Boer war surprises me were I younger. Surely it would have been kinder to the memory of General Borgnis-Desbordes to have allowed this letter to remain in obscurity.

Says a writer in the London *Empress*:—"I have just welcomed home a friend from Morocco. 'Terror is rampant in Morocco,' he says. 'The French laid the train for it long since. They will hasten on the crisis when two things are ended: the summer in South-Eastern Morocco and the exhibition in Paris. The Moors themselves have long invited trouble by their hopeless decadence. They will hasten on the crisis when one thing is ended: their harvest. They will come some day to the Moors and Christians, and a great slaughter of Moors, possibly the effacement of the Moorish dynasty.'

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Yokohama was visited by what is described as a short but very severe shock of earthquake on the afternoon of the 27th ult.

The new Japanese Minister at Washington, Mr. Takahira, laid his credentials before the President of the United States on the 3rd ult.

The British Commercial Agent in Russia states that according to Siberian papers, a Philadelphia firm has been placed in communication with the Russian Government with the object of building a large locomotive factory along the Siberian Railway with rail-making works as well.

The Return of Stamp Revenue during August 1899 and 1900 shows a total increase this year of \$18,900.57. The principal items which have increased are:—Probate or Letters of Administration \$14,182.00, Conveyance or Assignment \$4,220.00, Bank Note Duty, \$1,144.84. The only large decrease is in the item of Adhesive Stamps, in which the falling off is \$1,501.54.

Latest advices from New York show that before eleven o'clock on the morning of the issue of the British War Loan the United States agents announced that subscriptions already received would, no doubt, call for half the entire £10,000,000 issued. Another of the New York banking houses in a Bank of England circular announced itself ready to take all of the bonds if there was any likelihood of such a proposition being entertained abroad. Subscriptions came from insurance companies, corporations and several holders anxious to secure United States Government bonds for the new issue on account of the higher insurance rate on the English loan.

The American grocers' organs all agree that tea prices are hardening in Japan. The following extract from the *Canadian Grocer* of 13th July gives ample proof of this:—"The situation in the tea market is gradually becoming more interesting. This applies particularly to Japan teas. A cable received this week from Japan states that prices have advanced \$1.50 per picul. It was also stated that the market was active and that the second crop teas were inferior to those of last year. A cable from Yokohama states that the tea-men there are also asking higher prices. Those on the local market who are holding old season's Japan teas are still very firm in their views, and there has not been much business done as a consequence. There are a few new season's Japan teas on the local market, but the quantity is much smaller than usual, on account of the high prices which have ruled in Japan since the opening of the season.

GERMANY AND GREAT BRITAIN.

AN ITALIAN VIEW.

An article by the Italian statesman, Signor Crispini, under the title "Germany, England and the Yellow Peril," appears in the *Hanburger Correspondent*. It deals at some length with the Chinese question, pointing out that the Emperor William was the first to warn Europe against the Yellow Peril, and urging the necessity of recognising Japan as the ally of the European nations in this matter, her interests and those of Europe being identical. Signor Crispini then proceeds to discuss exhaustively the relations between Germany and Great Britain. He says:—

"The Transvaal war appeared to afford an opportunity to a section of public opinion in Germany to give open expression to a hostile feeling, the concealment of which, any longer, appeared superfluous. Happily, the policy of Germany was directed by the Emperor, and, from the day when the Kaiser telegraphed to the Viceroy of India that blood is thicker than water, the Germans have come to understand that the continuance of a Great Britain, and even of a Greater Britain, is for Germany more than an interest, is even a necessity, at any rate for the moment, and to my great joy, I now mark the disappearance of that hostility which, though perhaps explicable to a certain degree of Germans as an instinctive manifestation of feeling, is not to be justified by the logic of fact or of ideas."

Signor Crispini proceeds to declare that the British conquest of the Transvaal is not to be deplored either by humanitarians or by politicians, points to the perfect freedom conferred by England in all her colonies on foreigners of all races, as contrasted with the exclusive and egoistic system of the Boers. That follows a weighty passage which demands textual quotation. The writer says:—

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

On the 8th and 9th instant two British transports arrived from Calcutta, the *Mohawk* and the *St. Andrew*. The *Mohawk* brought on Saturday a squadron of the Jodhpur Lancers (one British and 15 native officers, 119 N.C.O.'s and men, 145 followers, with horses and ponies); and C Section 61st Native Field Hospital (one British officer, 6 men, and 61 followers). The *St. Andrew* brought yesterday A Section 38th Native Field Hospital (one British officer, 5 men, and 70 followers), No. 2 General Hospital (3 British officers, 4 men, and 78 followers), and 119 Siege Train Bullocks, under the charge of 2 British officers, accompanied by 6 men and 330 followers.

The *Nazam* returned on the same day from Taku.

Yesterday the cruiser *Protector* arrived in the harbour from South Australia. She left Adelaide with Captain Clare in command on August 6th, and came up via Sydney, Brisbane, Townsville, Thursday Island, and Iloilo. She experienced fine weather throughout, and a favourable opportunity was thus opened up for the ship's company to get their little vessel thoroughly trimmed and ready for any emergency which might arise. The men, who were the recipients of many presents of tobacco, cigars, beer, stout, &c., from the adoring crowds who watched the embarkation, were regaled with the gifts on the passage up, and that helped to make the time more pleasant. The *Protector* is a steel cruiser, launched in 1884. Her displacement is 920, her i. h. p. 1,340, and her speed 14 knots. She is armed with one 8 in. 112 ton gun, five 6 in. 4 ton, and four Gattling. Captain Creswell, C. M. G., the Commander of the Queensland Naval force, is now in command of the *Protector*, having joined her at Brisbane on her passage round. Captain Clare then reverted to navigating Sub-Lieutenant, and second in command. The remaining officers are Second Lieut. Weir, Dr. Morris, of the Adelaide University, Mr. Clarkson, staff engineer; Mr. Argent, chief gunner; Mr. Jos. J. Boatman, and Mr. Turner jun., gunner. Mr. Blake, of Queensland, who has seen much service in China, both under the home and colonial governments, is proceeding to China in the *Protector* as Chinese Interpreter.

The U. S. transport *Meade* arrived yesterday from Manila.

The French gunboat *Décidé* left Hongkong on the same day for Taku.

RECENT EVENTS.

SOME ADDITIONAL DETAILS.

A correspondent who went up north on the *Nazam* writes giving some details which are of general interest. He says:

After a quiet journey we reached the mouth of the Yangtze Kiang on the 15th August about 10 a.m. There we found everything in an impasse—the forts with their guns trained on the ships, and the ships' guns pointing back. The fleet of transports was awaiting orders. Gen. Creagh and staff went into Shanghai, and up to Friday, the 17th, when the *Nazam* left, it was not known whether we should go to Shanghai or not.

THE JAPANESE FIRST FOR VALOUR.

An officer of the *Centurion* told me in the course of a long talk that he was sorry to say that the Japanese were a long way the best of anything in the way of troops on shore during Seymour's march and during the fighting up to the taking of Tientsin. He had to say that they were better than Jack; and Jack had behaved splendidly. He mentioned casually that at the taking of Tientsin the fight of the first day ended in a loss exceeding what the British had suffered at Magruderstein; but, while the Highlanders declined to advance again, the Japanese next morning, against the opinion of the Generals of the other allied Powers, went on and fought their way in.

AFTER THE CAPTURE OF TIENSIN.

He also said that, when in, our men forced the inhabitants back into their houses to conciliate them, by order of their G.O.C.; and that the Japanese shot them there; by order of their G.O.C., to encourage the remainder. As regards looting, the lower-class Chinese were already in the Treasury looting and the officers and men took the money to save it from the mob; those who took were forced to return the loot.

THE WOUNDED AND THEIR FATE.

On the retreat from Peking to Tientsin the marines of the *Centurion* were obliged to leave the wounded—but the wounded were shot first. The newspapers should agitate that poison be carried for such cases, adds our correspondent.

A SMART CAVALRY AFFAIR.

On Sunday (the 23rd August) a smart skirmish took place, in which the British and American cavalry figured. One company of Madras Pioneers drove the enemy towards the cavalry, who charged home, killing 350. Six men taken prisoners were tried next morning as "Boxers" and were shot.

PEKING DURING THE SIEGE.

HOW THE LEGATIONS FADED.

The revenue cruiser *Kai-pen* last week brought down to Shanghai some of those who had gone through the sixty days' siege of the Legations at Peking. They were Mr. and Mrs. Pirie, and four children; Mr. P. von Raunefeld, Mr. L. de Lucia, and Mr. H. Bismarck, all of J. M. Customs. The details we give of the siege are from the N.G. Daily News.

It is evident—strongly evident—that the pregnant anxiety which has been felt in Shanghai, in China generally and all over the civilised world, as to the fate of the defenders of the Legations, has not been shared in any such degree by those defenders themselves. The late George Steevens, writing from beleaguered Lady-smith, whimsically conceived of a bombardment which would go on so long that, should it end, those who had been bombarded would die

of inanition. In Peking they must have got used to it, besides which the intense dramatic interest of the siege must be hidden largely from the participants. No doubt the men, whose duties of watching—the attending alertness which is most wearing of all—as well as fighting, bore heavily upon them, had a bad time. But such letters as they have written are bright and cheery, touched hardly at all with the gloom one would have expected had our grave fears of their suffering and privations been justified by actual facts. For the women, the anxiety and full knowledge of the danger has doubtless been minimised for them as witness the letter of the young lady who "would not have missed it for worlds." What could be more significant?

First and foremost, principal among the facts which have come to light, seems to be that Baron von Ketteler's death was the salvation of his life. The departure of the foreigners had been officially by the Chinese officials—or government—and a safe escort had been promised them. On the 26th of June, however, the German Minister went out to confer with the Taungli Yamen, was summarily assaulted, and killed. The interpreter, Mr. Cordes, escaped with wounds. This lamentable occurrence threw a lurid light on the value of the Chinese promises of escort and protection, and was the reason for the subsequent refusal by the foreigners of all similar offers. There is also the fact that subsequently the raising of the flag of truce was invariably followed by yet heavier firing than usual. Baron von Ketteler's body must have been carelessly left by his murderers on the ground, and only given the covering of a coat after some days. When the reliving of the dead was effected, this coat was found, and it was only the clothes that identification was possible. An extraordinary thing is mentioned by one gentleman. He states that in a London newspaper of the 18th of June he saw the statement that Baron von Ketteler had been murdered, whereas the deed was not committed until two days later. It will be remembered that his death was rumoured in Shanghai some days before the 29th.

This murder was the signal for the withdrawal of the foreigners to their Legations. They did not neglect one precaution, however. They looted—with no Provost-Marshall to say them nay!—the contents of rice shops, and stored the proceeds as food. It was not long before they had the storm upon them. Shot and shell marked the hurrying minutes, and at first the defenders occupied themselves busily in replying—at considerable cost of ammunition and life. They lost ten fighting men in one day, and this rude lesson showed them that such tactics would not pay. The total number of fighting men was 450; at that rate sufficient to last 45 days—and orders were issued that the defenders were not to fire unless there was reasonable chance of hitting a man. How well these orders were carried out may be judged from the computation that during the siege they killed 3,000 Chinese.

Then came the work of fortifying and generally strengthening the defences. We have already heard how strongly and effectively this was done, and how the ladies worked with their needles, and how the ladies worked with the sacking, brocades, and other stuffs at the making of bags which, filled with sand, afterwards formed barricades for the defenders. It is on these that the want of rice shops, and stored the proceeds as food. It was not long before they had the storm upon them. Shot and shell marked the hurrying minutes, and at first the defenders occupied themselves busily in replying—at considerable cost of ammunition and life. They lost ten fighting men in one day, and this rude lesson showed them that such tactics would not pay. The total number of fighting men was 450; at that rate sufficient to last 45 days—and orders were issued that the defenders were not to fire unless there was reasonable chance of hitting a man. How well these orders were carried out may be judged from the computation that during the siege they killed 3,000 Chinese.

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NEW ADVERTISEMENTS

TO LET.

No. 47, ELGIN STREET, A SIX-ROOMED HOUSE.
Applies—
AT THE PREMISES.
Hongkong, 10th September, 1900. [2386]

SITUATION WANTED.

CLERK (English), aged 27, desires SITUATION in OFFICE; moderate Salary; 10 years' previous experience.
Address—
J. STOCKTON,
Care of Daily Press Office,
Hongkong, 10th September, 1900. [2381]

NOTICE TO MARINERS.
No. 119 (SPECIAL).
CHINA SEA.

SHANGHAI DISTRICT.
BOUYAGE OF NORTH CHANNEL
ENTRANCE TO THE YANGTZE:
ADDITIONS AND ALTERATION.

NOTICE is hereby given that two new Buoys have been established in the North Channel, viz.—

SHAWISHAN BANK BUOY: A 10-foot conical, red Buoy surmounted by a black inverted frustum cage, moored in 23 feet of water, with Drinkwater Point Light-house bearing N. 30° W., distant 2.86 miles.

CHTI YAO BANK OUTER BUOY: A 6-foot, conical, red Buoy surmounted by a black, inverted frustum cage, moored in 23 feet of water, with Drinkwater Point Light-house bearing N. 38° W., distant 7.11 miles.

Also that the "Drinkwater Point" (Fairway) Buoy, No. 28, in the latest published List, has been replaced by a red conical buoy surmounted by a black spherical cage.

REMARKS.
According to the latest soundings, the most direct track for vessels of heavy draught entering by the North Channel, is to pass between 1 and 2 cables South of Shawishan Bank Buoy, and steer as to bring the Buoy to bear East by the time Shawishan Light-house bears N.E., then steer for the Drinkwater Point Buoy, passing 1 cable south of it; from which point a course made good, of N. 89° W., passing 3 cables south of Chi-yao Bank Outer Buoy, leads soonest into deep water. After deepening to 7 fathoms a mid-channel course may be steered till abreast of Liuchiao Light-house, after which the directions given in Notice to Mariners No. 118 (Special) may be followed.

Keeping the track above described, the least depth between the Shawishan Bank Buoy and the Drinkwater Point Buoy should be 20 feet; between the latter and Chi-yao Bank Outer Buoy 21 feet, increasing to 23 feet when abreast of the last named Buoy.
All bearing given are magnetic and all depths are for low water of spring tides.

A. M. BISBEE,
Coast Inspector
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 3rd September, 1900. [2382]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND
FOOCHOW.

THE Company's Steamship.

"HAICHING."
Captain Hall will be despatched for the above ports TO-MORROW, the 11th instant, at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers,
Hongkong, 10th September, 1900. [2383]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

"SHANSI."
Captain Curranagh will be despatched as above on WEDNESDAY, the 12th inst., at DAYLIGHT.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 10th September, 1900. [2382]

FOR SHANGHAI.

THE Steamship.

"LYEEMON."

Captain G. Huermann will be despatched for the above port on WEDNESDAY, the 12th inst., at 1 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Hongkong, 8th September, 1900. [2380]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship.

"MARQUIS BACQUEHEM."
Captain A. Blafer will leave for the above places on SUNDAY, the 16th instant, at DAYLIGHT.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Hongkong, 10th September, 1900. [2384]

HTHE HONGKONG WEEKLY PRESS is now ready and contains:

Leading Articles—
The Proposed Retreat from Peking.
The New China Blue-book.

The Missionary Question.
The Crisis and the Telegrams.

South Africa.
The Crisis: Telegrams.

Casualties of the North-China Field Force.

Supreme Court.

The Entry into Peking.

The Crisis in China.

The New Royal Naval Canteen.

Canton.

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Description, \$12 per Annum, payable in

one postage, 82.

Extra copies 30 cents each. Cash

copies can be posted from the Office to

be sent; including postage, 34 cents each;

for three copies Cash.

Hongkong, 7th September, 1900.

NEW ADVERTISEMENTS

THE OSAKA SHOSEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAMSUI.

THE Company's Steamship.

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the

above ports on SUNDAY, the 16th instant, at

DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents,

Hongkong, 10th September, 1900. [2381]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ, PORT

SAID, FUJEM AND TRIESTE.

(Taking Cargo through rates to the

BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, MALTA,

VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"CHINA."

Captain R. Mayer, will be despatched as

on MONDAY, the 17th inst.

Silk and Valuables are transhipped on arrival

at Bombay into an accelerated liner.

For information as to Passage and Freight,

apply to

SANDER, WIELER & CO.,

Agents,

Hongkong, 11th September, 1900. [2381]

AUCTIONS

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received

instructions to sell by

PUBLIC AUCTION

THE FOLLOWING

VALUABLE LEASE HOLD

PROPERTIES.

Situate at ROBINSON ROAD, Victoria,

Hongkong, in 6 Lots,

on

FRIDAY,

the 18th September, 1900, at 3 P.M., at his

Sale Room, Ice House Lane.

Lot 1.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section A of Inland Lot No. 704, containing an

area of 7,76 square feet or thereabouts.

Lot 2.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section C of Inland Lot No. 704, containing an

area of 8,32 square feet or thereabouts.

Lot 3.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

Section E of Inland Lot No. 704, containing an

area of 7,78 square feet or thereabouts.

Lot 4.—ALL THAT PIECE OF GROUND

intended to be registered in the Land Office as

The Remaining Portion of Inland Lot No. 704, containing an area of 14,985 square feet.

All the above described Lots are held for the

residues of a term of 999 years and are sold sub-

ject to the existing Tenancy.

For further particulars, apply to

C. EWENS,
Vendor's Solicitor,

or to

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 6th September, 1900. [2382]

PUBLIC AUCTION.

THE Undersigned has received instructions

from Mr. ATTACK, Furniture Dealer

(owing to his removal to new premises), to

sell by Public Auction, on SATURDAY, the

15th September next, at his Store, 39, Queen's

Road Central, the portion of his

STOCK-IN-TRADE, FURNITURE,

FIXTURES, &c. &c.

TERMS:—As Usual.

V. I. REEMEDIOS,
Auctioneer.

Hongkong, 31st August, 1900. [2315]

NOTICE.

APPLICATIONS are invited for the

Post of STOREHOUSEMAN in

H. M. NAVAL YARD.

For Particulars, apply personally to the

NAVAL STORE OFFICER between the hours of

9.30 and 11 A.M.

BY ORDER

H. M. Naval Yard,

6th September, 1900. [2376]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 29th, at 5 P.M.

4 Lengths (13½ Yards) Race (scratch).

Open to Army, Navy and Police. Two Prizes.

No Entrance Fee.

FRIDAY, September 30th, at 4.30 P.M., 200

Yards Championship of the Colony, 6 Lengths.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAL BREWITT.
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Booksellers and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor; 30, D'Aguilar Street, Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS LTD., APOTHECARES' HALL. 66, Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware; 59a, Queen's Road Central.

DENTISTS

WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

DRAPERS

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter; 67 and 69, Queen's Road.

FLOUR MERCHANTS

SPERBY FLOUR COMPANY.
Merchant Millers, San Francisco. Eastern Branch, Pedder Street. WILLIAM WHILBY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859. Every Household Requisite, Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
Sub-agents Lipton, Ltd. 8 and 10 D'Aguilar Street. Provision and General Merchants.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture. GPO Post Office, 36, Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

WAH LOONG.
Gold and Silversmith, Silk Dresses, Crepe Shawls, Ivory, Lacquerware, Fans, Curios, Biscuits, Human Hair, Feathers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING COMPANY. Head office, 62a, Queen's Road Central. Fixtures of every description for the ACETYLENE LIGHT at lowest rates.

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WOODS & CO.
Dundee Street, Agents for American and European Export Houses.

PHOTOGRAPHERS

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E HING.
Enlarging, Developing, Printing, Moderate Rates, 20a, Queen's Road East.

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HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

M. MUMEYA. JAPANESE ARTIST, Bromide and Crayon Enlargements. Work done for Amateurs; 8a, Queen's Road, CL.

YEE CHUN. Marine and Portrait Painter, 50, Queen's Road, Upstairs.

H. YERA. Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road CL, also Wan Chai Amateurs' Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE. Printed by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY. Rattan Furniture, Bamboo, Blinds, Matting all Colours; 18, Praya Central.

SILK GOODS DEALERS

TEJUMUL POUHUNG. Dealer in Chinese, Indian and Japanese Goods, Silks, Woollen and Cashmere Shawls and other Sundry Goods; 4, D'Aguilar Street, First Floor.

WASSIAMULL ASSOMULL. Wholesale and Retail Importers and Exporters, India, Chinese and Japanese Silks, Cashmere Shawls and Ceylon Lace; 46, Queen's Road, CL.

SILK LACE MANUFACTURERS

FR. BLUNCK. Exporter of Real Hand-made Torchon Lace in Silk, Linen and Cotton. Grasscloth and Silk Embroideries, Hand-made Silk and Linen Lace Curtains made to order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO. Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

KWONG SANG & CO. Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO. Tailors, Drapers and Outfitters, Queen's Road Central, Old Club Site. Branch: A-MAN, opposite City Hall,

R. HAUGHTON & CO. Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.

HUNG YUEN. Gutfitters, Shirt Makers, Hatters, Hosiery, Drapers, 85, Queen's Road, Central.

TAK CHEONG. Tailors, Gentlemen's Outfitters, Hatters, Hoisters, and Drapers. Chinese Silk of all kinds, 50, & 52, Queen's Rd, Central.

YEE SANG FAT & CO. Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs; Opposite Post Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR. LOS FILIPINOS. Importer of the Best Manila Cigars, 25, Pottinger Street.

KRUSE & CO. Wholesale and Retail Havanas and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents. Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT. 1 and 2, Leevane Street East. AGENTS FOR W. KENNEDY & CO., 37, Calle San Jacinto, Manila, "Wind Sor Lady" and "The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO. 12, Queen's Road and Calle Antequera, Manila.

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Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

No. 1 & 3, D'Aguilar Street. Behind Hongkong Dispensary. Hongkong, 5th April, 1900.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Abullet Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-HOLE CARTRIDGES—

Loaded with Powder only, and 1 oz of shot. Primrose Cases \$5.65 \$7.40 Pegamoid Cases 6.25 8.00 Ejector Brass Cases 6.90 8.65

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second-hand Launches for Sale.

Telegrams: "CELESTE," Hongkong.

H. F. CARMICHAEL,

B. J. BARLOW.

Hongkong, 1st June, 1899.

THE RELIEF OF PEKING.

The following account was given to the N.C. Daily News by the Rev. A. H. Smith, author of *Chinese Characteristics* and *Village Life in China*:

The siege had already lasted fifty-four days. The morning of Sunday, August 12th, brought little relief from the long tension which had preceded it. There had been intermittent heavy firing upon the Legations during the night, with brief intervals of quiet. Several Legations had been more severely attacked than usual. An Austrian had been wounded, a German likewise, but more seriously, and a Frenchman killed. Besides this there was a Russian wounded on the City Wall, one of the most important posts of all.

One of the rare individuals who contrived to break through the numerous Chinese restrictive barricades, and smuggled a few eggs within the lines (at four cents a piece) brought the story that there had been a great battle yesterday at Changchuan, and that 3,000 Chinese had been killed. Of course this may be true, and of course, as we have had abundant evidence, it may be a mere fabrication. One of the disadvantages of a siege is that in the course of it truth and fiction are opposite phases of the same die. It is also affirmed that Jung Lu had taken poison once more. The day was very hot. Early in the afternoon there was a savage attack upon the British Legation from the south-west, as so often before. We are used to them now, and like Mr. Wilfer with his daughters, merely observe, "Oh! here comes another one of them."

The special excitement of the day was another letter from the Tsungli Yamén, asking for an appointment for a meeting with the Ministers to discuss a cessation of hostilities. This of course meant no more attacks, so that we might "rest our hearts down into the abdomen" as the Chinese phrase runs, knowing that all would be peace. Alas! We have had an extended experience of the duplicity of the Tsungli Yamén, and we are never sure just what their next move is to be and neither, to tell the truth, are they. To emphasize the proposals for "peace" there came another furious attack in the afternoon, and one of the machine-guns was turned that way with its heavy boom as five simultaneous shots took effect. This always seemed to have a quieting effect upon the fire, but it was less efficient now. The main topic of public discussion was what is to be done about the proposals for an interview with the Tsungli Yamén. To many it seemed almost a scandal that in view of past perfidy there should be any talk about even so much as an interview. But the only reason for refusing the repeated and urgent efforts of the Yamén to get the foreign Ministers to leave Peking was the claim that they might be useful at their posts when negotiations should arise. To decline any such negotiations in advance would obviously put the Foreign Ministers in the wrong.

A note was sent agreeing to a meeting, but the place remained uncertain. On some accounts the German Legation, now in ruins, seemed the best fitted for the purpose, but to this were objections. There was also good reason for not admitting the Yamén Ministers within the British Legation, especially as they might come largely attended, and it would be difficult to prevent the attendants from seeing more than was desirable. It was decided to meet them outside the British Legation, on the bank of the canal, where a mast-head had been put up for such uses many weeks ago, and afterwards dismantled when it was seen to be useless. But about half-past ten o'clock there arrived a note from the Yamén to say that insomuch as the Foreign Ministers had re-opened hostilities, and had killed a captain of Chinese troops and twenty-six of his men, and as the Yamén Minister was "very busy," the Ministers would not come! This was most disappointing, as the only thing expected (or indeed desired) from the conference was a cessation of the continuous attacks, which was indefinitely postponed. A story was in circulation that the officer and men alleged to have been killed by us were some of those who have been so furiously assaulting us for the past eight and forty hours. As they shoot only from behind small loopholes, it is very unlikely that so many have been killed and there is no evidence that their casualties are greater than ours. During the night a still fiercer attack was expected, and we were not disappointed. Early in the evening it began in a storm, and was kept up with brief intermissions all night. If the onsets could be distinguished the one from the other, there were about six before daylight, but it was practically a continuous and a murderous fusillade, evidently with new weapons, and the determination was to do as much harm as possible. This had been foreseen, and all the available machine guns had been placed in position to meet the enemy in case there should be a rush.

The long disused gun-platforms on the wall of the Imperial city to the north, were provided with a shell-gun which threw shells into the Legation all night, one of which fell in a dressing-room of the British Minister's house, and another in the main gate-way of the Legation, but in each case without damage. During the continuance of the most furious attack the bell in the toll-tower tolled at alarm intended to call every one to his post, the first instance of such an alarm for many weeks, and when this was over without result, the volunteers retired once more to such rest as was possible. Three hours later a second alarm more imperative

PROFESSIONAL NOTICE.

DENTON E. PETERSON, DOCTOR OF DENTAL SURGERY, 8, VICTORIA TERRACE, TIENTSIN.

D. P. PETERSON has RESUMED his DENTAL PRACTICE in South China and may be consulted at

10, DES Vaux ROAD CENTRAL, 1ST FLOOR. Hours 10 A.M. to NOON, 2 to 5 P.M.

The Doctor is at present in Swatow.

Hongkong, 28th August, 1900.

[2424]

YUBARI AND SORACHI

COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL £1,000,000 ANNUAL OUT-

PUT £1,000,000 TONS.

PORTS OF EXPORT—OTARU AND MIYAZAWA.

T he celebrated Yubari and Sorachi Coals are

widely known as the best and most economical Japanese Coals. The Coals can be ob-

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 20th inst.
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON VIA SUEZ CANAL	PA'RBOULUS	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 10th Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, VIA PORTS OF CALL	FREIBERGER	Ger. str.	—	H. Kirchner	MEMPHIS & CO.	On 20th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	YARA	Fr. str.	—	Schmitz	MESSENGERIES MARITIMES	To-day, at 1 P.M.
TRIESTE, &c., VIA PORTS OF CALL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
HAVRE & HAMBURG	CHINA	Aus. str.	—	R. Mayer	SANDER, WIELER & CO.	On 17th inst.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 18th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 2nd Oct.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 21st Oct.
HAVRE & HAMBURG	KONGSBERG	Ger. str.	—	Schudorff	CARLOWITZ & CO.	On or about 30th Oct.
NEW YORK VIA SUEZ CANAL	AFRIDI	Brit. str.	—	—	DOWELL & CO., LIMITED	On or about 12th inst.
NEW YORK VIA SUEZ CANAL	GLENMARK	Brit. str.	—	Hildebrandt	SHEWAN, TOME & CO.	On or about 17th inst.
NEW YORK VIA SUEZ CANAL	ORWELL	Brit. str.	—	J. Traebridge	CARLOWITZ & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	G. A. Lee, R.N.R.	DOWELL & CO., LIMITED	On or about 10th Oct.
VICTORIA, B.C., AND TACOMA VIA SHANGHAI	OLYMPIA	Brit. str.	—	T. M. Stevens & Co.	CANADIAN PACIFIC R. CO.	On 13th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPERESS OF JAPAN	Brit. str.	—	J. Kennedy	DOWELL & CO., LIMITED	On 26th inst.
PORTLAND, OREGON	SKARPSNO	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	Quick despatch.
PORTLAND, OREGON, &c.	MONMOUTHSHIRE	Aus. str.	—	—	TOYO KISEN KAISHA	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Aus. str.	—	—	O. & O. S. S. CO.	On 18th inst., at Daylight.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SAN FRANCISCO VIA NAGASAKI, &c.	GAEILIC	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
SAN DIEGO, &c., VIA SHANGHAI, &c.	BERGENHUS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
AUSTRALIAN PORTS	TAYUAN	Jap. str.	—	—	SANDER, WIELER & CO.	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS	SHINANO MARU	Aus. str.	—	—	P. & O. S. N. CO.	On 15th inst., at Daylight.
YOKOHAMA & KOBE	MARQUIS BACQUEHEM	Brit. str.	—	—	NIPPON YUSEN KAISHA	On or about 16th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	ROSETTA	Brit. str.	—	—	SANDER, WIELER & CO.	On 20th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NAKAMURA	Brit. str.	—	—	P. & O. S. N. CO.	On or about 10th inst.
SHANGHAI	SHINANO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 21st inst., at Daylight.
SHANGHAI	ROSETTA	Aus. str.	—	—	TOYO KISEN KAISHA	On 27th inst., at Noon.
SWATOW, AMOY & FOOCHEW	YAWATA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th inst.
SWATOW, AMOY & TAMSUI	INDUS	Fren. str.	—	—	TOYO KISEN KAISHA	On 20th inst., at Noon.
MANILA DIRECT	MAIDZURO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 28th inst., at 4 P.M.
MANILA	ANPIN MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On or about 15th inst.
SINGAPORE, PENANG & BOMBAY	ESMERALDA	Brit. str.	—	—	TOYO KISEN KAISHA	On 13th inst., at 4 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	TAIWAN	Ital. str.	—	—	TOYO KISEN KAISHA	TO-morrow, at Noon.
SHANGHAI	HIKOSHIMA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 13th inst., at Noon.

SHIPPING.

ARRIVALS.

Sept. 8, NURANI, British transport, 2870, J. E. Sanderson, Taku 2nd Sept.

Sept. 8, TRYME, Norwegian str., 710, Dahl, Canton 7th September, General.—ORDER.

Sept. 8, TIGER, Norwegian steamer, 2116, H. Wolf, Kuching 4th September, Coal.—

MITSU BUSSAN KAISHA.

Sept. 8, PHRA C. C. KIAO, British str., 1,013, McLehane, Koh-si-chung 2nd Sept., Rico.—

BUTTERFIELD & SWIRE.

Sept. 8, MOHAWK, British transport, 4,212, F. W. Tubb, Calcutta 28th August.

Sept. 9, CLARA, German str., 675, Hansen, Haiphong and Hoiohow 8th Sept., general.—

JENSEN & CO.

Sept. 9, HAICHING, British str., 1,267, T. P. Hall, Foochow 6th Sept. and Amoy 7th, General.—DOUGLAS LAPRAIK & CO.

Sept. 9, HATING, French steamer, 750, Bust, Haiphong and Hoiohow 8th Sept., General.—A. R. MARTY.

Sept. 9, KWANGLEE, British str., 1,467, R. L. Lincoln, Shanghai 6th Sept., General.—

CHINESE.

Sept. 9, NANYANG, German str., 983, Th. Lehmann, Saigon 4th Sept., Rice.—SEMSESEN & CO.

Sept. 9, YARBA, French str., 4,205, Schmitz, Yokohama 31st August, Mails and General.—MESSAGERIES MARITIMES.

Sept. 9, MEADE, U.S. transport, 3,072, George Willson, Manila 6th September.

Sept. 9, SAINT ANDREW, British transport, 6,914, E. W. Fitzgerald, Calcutta 27th August.

Sept. 9, PROTECTOR, British gunboat, 700, W. H. Creswell, C.M.G., Aden 6th August, Sydney 12th, Brisbane 15th, Townsville 18th, Thursday Island 23rd and Iloilo 6th September.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 8TH SEPTEMBER.

Flora, Dutch str., for Kuching.

Service, German str., for Nagasaki.

Independent, German str., for Samarang.

Tansui Maru, Japanese str., for Hoiohow.

Tryme, Norwegian str., for Foochow.

Tom O'Shauder, Amer. ship, for New York.

DEPARTURES.

Sept. 7, JAVA, British str., for London.

Sept. 8, DECIDE, French gunboat, for Taku.

Sept. 8, HERMES, Norwegian str., for Hoiohow.

Sept. 8, TAICHOW, British str., for Singapore.

Sept. 8, DUKE OF FIRS, Brit. str., for Tacoma.

Sept. 8, LYREMOON, German str., for Canton.

Sept. 8, ARIELLE, British str., for Sydny.

Sept. 8, HALOONO, British str., for Swatow.

Sept. 8, LIGHTNING, British str., for Calcutta.

Sept. 8, FUSHUN, British str., for Shanghai.

Sept. 9, FEICHING, British str., for Haiphong.

Sept. 9, SEBRIA, German str., for Nagasaki.

Sept. 9, INDEPENDENT, Ger. str., for Samarang.

Sept. 9, TANSUI MARU, Jap. str., for Swatow.

Sept. 9, HONGKONG, French str., for Hoiohow.

Sept. 9, TEYME, Norw. str., for Chefoo.

Sept. 9, TAN'SHANEE, Amer. str., for New York.

VESSELS IN DOCK.

Aberdeen Docks.—Kowloon Dock.—U.S.S. Monterey, Argus, Esmeralda, Longmoor, Olympia, Kong Beng, Canning, Tai Po, Pakshan.

Cosmopolitan Dock.—Stanfield, Nanshan.

SHIPPING REPORTS.

The British steamer PHRA C. C. KIAO, from Koh-si-chung 2nd Sept., had first part of passage light air and calm. From Cape Padarua to port light N. to N.E. wind and heavy rain squalls.

The British steamer Kueing Lee, from Shanghai, had variable winds to Pescara Islands; thence to port, strong N.E. winds and moderate following seas; fine and clear weather throughout.

The British steamer Hatching, from Foochow 6th Sept. and Amoy 7th, had light variable winds and smooth sea to Amoy. From Amoy to port moderate N.E. breeze, fine and clear weather throughout. Steamers in Amoy—Pnoeng, Cheung Hock Kien, Kueing Lee, Aping, Tsin, British cruiser Iris, Amer. gunboat Castine, German cruiser Schwalbe and Iger, Russian flagship Rurik, Japanese warships Takao, Jakachiko, Idemaru and Isakuki.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during their stay in Hongkong Harbour.

Norwood, British ship, Thos. Roy.—Order.

Peter Rickmers, German ship, Scholar.—Arnold Karberg & Co.

Australian, British steamer, Holms—Gibb, Livingston & Co.

Lightning, British str., Spence.—D. SASSOON, Sons & Co.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

FAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARESILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 10th of September, 1900, at 1 P.M., the Company's Steamer "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARESILLES via Honby.

This Steamer connects at COLOMBO with the s.s. "Villa de la Ciotat," which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Maresilles, and accepted in transit through Maresilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 9th Sept.

(Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, 28th August, 1900.

FOR PORTLAND, OREGON.

(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

THE Steamship

"SKARPSNO," due here Monday Next, the 10th inst.

For Freight Rates, apply to

T. M. STEVENS & CO., 4, Queen's Road Central.

Hongkong, 6th September, 1900. [2365]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Duchateau will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th September, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI"

will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship

"MARIA DE LARRINAGA"

on or about the 25th instant.

For Freight, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 6th September, 1900. [2054]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR SEATS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA."

Captain A. Symons, carrying Her Majesty's Mail, will be despatched from this port on SATURDAY, the 15th September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd September, 1900. [11]

SHEWAN, TOME'S & CO'S NEW YORK LINE

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK"

will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship.

"ANAPA."

about 15th October.

For Freight, apply to

SHEWAN, TOME'S & CO., Agents.

Hongkong, 20th August, 1900. [2223]

OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Birwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 10th August, 1900. [2059]

OCEAN STEAMSHIP COMPANY

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).

THE Company's Steamship

"HECTOR."

Captain Birwee will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA.

THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENUS" ... 3,000 Tons, on 23rd Sept.

THE Steamship "BERGENUS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via AMoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

WEDNESDAY, Sept. 12, 1900, at DAYLIGHT.

SATURDAY, Oct. 6, 1900, at NOON.

TUESDAY, Oct. 18, 1900, at NOON.

SUNDAY, Oct. 20, 1900, at NOON.

MONDAY, Oct. 21, 1900, at NOON.

TUESDAY, Oct. 22, 1900, at NOON.

WEDNESDAY, Oct. 23, 1900, at NOON.

THURSDAY, Oct. 24, 1900, at NOON.

FRIDAY, Oct. 25, 1900, at NOON.

SATURDAY, Oct. 26, 1900, at NOON.

SUNDAY, Oct. 27, 1900, at NOON.

MONDAY, Oct. 28, 1900, at NOON.

TUESDAY, Oct. 29, 1900, at NOON.

WEDNESDAY, Oct. 30, 1900, at NOON.

THURSDAY, Oct. 31, 1900, at NOON.

FRIDAY, Nov. 1, 1900, at NOON.

SATURDAY, Nov. 2, 1900, at NOON.

SUNDAY, Nov. 3, 1900, at NOON.

MONDAY, Nov. 4, 1900, at NOON.

TUESDAY, Nov. 5, 1900, at NOON.

WEDNESDAY, Nov. 6, 1900, at NOON.

THURSDAY, Nov. 7, 1900, at NOON.

FRIDAY, Nov. 8, 1900, at NOON.

SATURDAY, Nov. 9, 1900, at NOON.

SUNDAY, Nov. 10, 1900, at NOON.

MONDAY, Nov. 11, 1900, at NOON.

TUESDAY, Nov. 12, 1900, at NOON.

WEDNESDAY, Nov. 13, 1900, at NOON.

THURSDAY, Nov. 14, 1900, at NOON.

FRIDAY, Nov. 15, 1900, at NOON.

SATURDAY, Nov. 16, 1900, at NOON.

SUNDAY, Nov. 17, 1900, at NOON.

MONDAY, Nov. 18, 1900, at NOON.

TUESDAY, Nov. 19, 1900, at NOON.

WEDNESDAY, Nov. 20, 1900, at NOON.

THURSDAY, Nov. 21, 1900, at NOON.

FRIDAY, Nov. 22, 1900, at NOON.

SATURDAY, Nov. 23, 1900, at NOON.

SUNDAY, Nov. 24, 1900, at NOON.

MONDAY, Nov. 25, 1900, at NOON.

TUESDAY, Nov. 26, 1900, at NOON.

WEDNESDAY, Nov. 27, 1900, at NOON.

THURSDAY, Nov. 28, 1900, at NOON.

FRIDAY, Nov. 29, 1900, at NOON.

SATURDAY, Nov. 30, 1900, at NOON.

SUNDAY, Nov. 31, 1900, at NOON.

MONDAY, Dec. 1, 1900, at NOON.

TUESDAY, Dec. 2, 1900, at NOON.

WEDNESDAY, Dec. 3, 1900, at NOON.

THURSDAY, Dec. 4, 1900, at NOON.

FRIDAY, Dec. 5, 1900, at NOON.

SATURDAY, Dec. 6, 1900, at NOON.

SUNDAY, Dec. 7, 1900, at NOON.

MONDAY, Dec. 8, 1900, at NOON.

TUESDAY, Dec. 9, 1900, at NOON.

WEDNESDAY, Dec. 10, 1900, at NOON.

THURSDAY, Dec. 11, 1900, at NOON.

FRIDAY, Dec. 12, 1900, at NOON.

SATURDAY, Dec. 13, 1900, at NOON.

SUNDAY, Dec. 14, 1900, at NOON.

MONDAY, Dec. 15, 1900, at NOON.

TUESDAY, Dec. 16, 1900, at NOON.

WEDNESDAY, Dec. 17, 1900, at NOON.

THURSDAY, Dec. 18, 1900, at NOON.

FRIDAY, Dec. 19, 1900, at NOON.

SATURDAY, Dec. 20, 1900, at NOON.

SUNDAY, Dec. 21, 1900, at NOON.

MONDAY, Dec. 22, 1900, at NOON.

TUESDAY, Dec. 23, 1900, at NOON.

WEDNESDAY, Dec. 24, 1900, at NOON.

THURSDAY, Dec. 25, 1900, at NOON.

FRIDAY, Dec. 26, 1900, at NOON.

SATURDAY, Dec. 27, 1900, at NOON.

SUNDAY, Dec. 28, 1900, at NOON.

MONDAY, Dec. 29, 1900, at NOON.

TUESDAY, Dec. 30, 1900, at NOON.

WEDNESDAY, Dec. 31, 1900, at NOON.

THURSDAY, Jan. 1, 1901, at NOON.

FRIDAY, Jan. 2, 1901, at NOON.

SATURDAY, Jan. 3, 1901, at NOON.

SUNDAY, Jan. 4, 1901, at NOON.

MONDAY, Jan. 5, 1901, at NOON.

TUESDAY, Jan. 6, 1901, at NOON.

WEDNESDAY, Jan. 7, 1901, at NOON.

THURSDAY, Jan. 8, 1901, at NOON.

FRIDAY, Jan. 9, 1901, at NOON.

POST OFFICE NOTICES.

The City of Peking, with the American Mail of 11th ult., left Yokohama on Sunday, the 2nd inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Nagasaki, Kobe and Yokohama	Serbia	Monday, 10th 10.00 A.M.
Europe &c., India via Tunicorin	Circulars	8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Registration	10.00 A.M.
Papers	10.30 A.M.	
(Registration with late fee of 10 cents, up to 10.45 A.M.)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
Samshui and Wuchow	Letters	11.00 A.M.
Singapore, Penang and Bombay	Monday	10th
Shanghai	Letters	11.00 A.M.
AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Wednesday	12th
Shanghai	Letters	11.00 A.M.
Manila	Wednesday	12th
Banfford and Wuchow	Letters	11.00 A.M.
Europe, &c., India via Tunicorin	Registration	10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER	Papers	10.30 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 8th September.

ON LONDON—	Telegraphic Transfer	9/11
Bank Bills, on demand	2/03	
Bank Bills, at 30 days' sight	2/03	
Bank Bills, at 3 months' sight	2/13	
Credits, at 4 months' sight	2/13	
Documentary Bills, 4 months' sight	2/13	
ON PARIS—	Bank Bills, on demand	2/59
Credits, at 4 months' sight	2/64	
ON GERMANY—	On demand	2/11
ON NEW YORK—	Bank Bills, on demand	501
Credits, 60 days' sight	513	
ON BOMBAY—	Telegraphic Transfer	15/4
Bank, on demand	15/4	
ON CALCUTTA—	Telegraphic Transfer	15/4
Bank, on demand	15/4	
ON SHANGHAI—	Bank, at sight	711
Private, 30 days' sight	724	
ON YOKOHAMA—	On demand	1 p.c. dis.
ON MANILA—	On demand	1 p.c. pm.
ON SINGAPORE—	On demand	1 p.c. pm.
ON BATAVIA—	On demand	123/4
ON HAIPHONG—	On demand	31/4 p.c. pm.
ON SAIGON—	On demand	3 1/4 p.c. pm.
ON BANGKOK—	On demand	123/7
SOVEREIGNS. Bank's Buying Rate	9.79	
GOLD LEAF, 10 fine, per tael	51.25	
BAE SILVER, per oz	281/4	

OPIUM.

Quotations are—Allow one net to 1 catty.
Malwa New ... \$830 to — per picul.
Malwa Old ... \$870 to \$880
Malwa Older ... \$880 to \$900
P. per wrapped ... \$870 to —
Persian fine quality \$910 to —
Persian extra fine ... \$950 to —
Patna New ... \$947 to — per chest.
Patna Old ... \$1,020
Bennes New ... \$9374
Bennes Old ... \$8 —

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C. Scotts' and Engineering Codes Used.

DOCK No. 1 (AT TATEGAMI).

Extreme Length ... 523 feet.
Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide 26 "

DOCK No. 2 (AT MUKAJIMA).

Extreme Length ... 371 feet.
Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide 23 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [1619]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAULIN ARNHOLD KARBERG & CO., Sole Agents.

QUAN WAH & CO., DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong, 17th October, 1899. [1889]

NOTICE OF REMOVAL.

THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY.

Have this day been Removed to

9, PRAYA CENTRAL,

Entrances East Lane recently Meers.

Wendt & Co's Office, behind Messrs. Shewan.

Tomes & Co's premises.

Hongkong 1st May, 1900.

PASSED THE CANAL.

OUTWARD.—1st July.—Moron, 3rd August.—
Margas, Iquique, Olinda, 7th August.—
Recina, Callao, Hesiehia, 10th August.—
Glengyle, 14th August.—Cancio, Mazagon, Charles Roger, Moshka, Neurung, Rhein, Sardinia, Strasbourg, Ettrickdale, 17th August.—Adria, Tienlin, Phoenixia, Polynesia, 21st August.—Madras, Der-

JOINT STOCK SHARES.

HONGKONG, 8th September.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	\$0/- div. at 1/31/99 = \$15.08 per share for 1st half year 1900	\$15 p. c. pr. == \$15.75.
Bank of China & Japan, Ltd.	100,875	\$8	\$4	None	\$1.
Do. Deferred	1,250	\$1	\$1	None	\$5.50.
National Bank of China, Ltd.	19,970	\$10	\$10	20 for 1899	\$26, sellers and buyers
Do. Founder's Shares	20,915	\$10	\$10	20/1/99 = \$1.00 for 1900	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$25	\$25	33 p. c. for 1898	\$25, buyers
China Traders Ins. Co., Ltd.	24,000	\$31.33	\$25	10 p. c. for 1898	\$25, sellers and sellers
North China Ins. Co., Ltd.	6,000	\$100	\$25	1/3 in all for 1898	Tls. 165, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$20	\$20	\$0/- 10 p. c. for 1897	\$121, sellers
Canton Insurco, Ltd.	10,000	\$25	\$20	\$0/- for 1898	\$130, sales
Strait Insurance Co., Ltd.	30,000	\$100	\$20	6 per cent. for 1895	\$1.
PIPE INSURANCES.					
Hongkong Pipe Ins. Co., Ltd.	8,000	\$250	\$50	27 for 1898	\$205, sellers
China Pipe Ins. Co., Ltd.	20,000	\$100	\$20	9 for 1898	\$74, buyers
SHIPPING.					
Hongkong, Canton and Macao S. R. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year 1900 = \$1.00 for 1899	\$801, buyers
Indo-China S. N. Co., Ltd.	60,000	\$10	\$10	10 p. c. & 2 p. c. bonus for 1900	\$85, sellers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$10	20 per cent. for 1899	\$84, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/9/98	\$46, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$10	\$10	Final p. c. for 1899	\$21, buyers
Do. Ordinary	20,000	\$10	\$10	10 p. c. & bonus of 3%	\$25.50, buyers
Do. do.	20,000	\$10	\$10	\$1.05 = 12 p. c. for 1st half of 1900	\$84, sellers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. cent. on account of 1900	\$2900, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Int. of 5 p. cent. on account of 1900	C. S. James
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of \$22 per share for 1898	\$112, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$9 for 1897	\$36.
MINING.					
Fujon Mining Co., Ltd.	60,000	\$8	\$8	None	\$5, sellers
Do. Preference	30,000	\$1	\$1	None	\$1.
Societe Francaise des Charbonnages du Tonkin	16,000	\$2.25	\$2.25	None	\$250, buyers
Queen Mine, Limited	400,000	\$25	\$25	5 p. c. half year, 1st half of 1900	\$17 cents, buyers
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5	31/7-94 (company) 1st half, 51 cts. 10th div. on 7/7-98	\$10, sellers
Rainbow Australian Gold Mining Co., Limited	200,000	\$1	\$1	1st half, 51 cts. 10th div. on 7/7-98	\$53, buyers
Olivens Freehold Mines, Limited	A 15,000	\$3	\$3	div. on 7/7-98	\$8, sellers
Great Eastern Gold Mining Co., Ltd.	A 15,000	\$3	\$3	First year	10 cents
Do. Preferences	A 45,000	\$3	\$3	First year	40 cents
Doors, Wharves, & Warehouses, &c., Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Spec. & 12 p. c. bonus for 1898	Buyers
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	Int. of 5 p. cent. on account of 1900	\$86, sellers
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$73	Int. of \$14 on account of 1900 = 22 p. cent. for 1899	\$60, buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	22 p. cent. for 1899	\$201, sellers
Lands, Hotels & Births, Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$176, buyers
Kowloon Land & B. Co.	6,000	\$50	\$30	\$14 for 1899	\$25.
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$48, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	Int. 10 p. c. for half year, ended 30/6/98	\$120, sellers
Cotton Mills, Two Cotton Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100	Int. \$1 for period for	